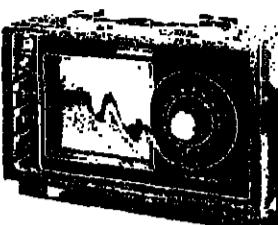


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Specify for vessels above below 50m LOA



The Grimsby freezer trawler 'GOTH', after completing a season on mackerel, now goes to Hull.

PORT COUNTS THE COST OF...

Life without the freezers

BRITISH **United**
Trawlers' decision to
transfer its six Grimsby
freezer trawlers to Hull
means the south Humber-
side port is now without a
distant water freezer of
any description for the
first time since 1964.

Apart from wartime it is
thought these figures repre-
sent the smallest numbers of
Grimbsy trawler fleet to a
new low of just 63 vessels, and
of these 14 distant water
fresher, mostly owned by

It also means BUT's
Grimsby fleet has fallen by 30
water, currently awaiting
trawlers from a total of 54

new spares, are laid-up.

Apart from wartime it is
thought these figures repre-
sent the smallest numbers of
Grimbsy trawler fleet to a
new low of just 63 vessels, and
of these 14 distant water
fresher, mostly owned by

It also means BUT's
Grimsby fleet has fallen by 30
water, currently awaiting
trawlers from a total of 54

its financial implications.

The remaining Grimsby
fleets must find something
like £50,000 paid annually by
the freezers to make good the
losses due to and wharfage
charges alone and this figure
is expected to increase as
laid-up trawlers are sold off.

The 190 shore redundant
vessels leave BUT with 165
employees at Grimsby. Some
departments were expected to
announce provisional details
last weekend, but they will
not become effective for at
least 90 days.

What could make matter
worse is the expected drift
back to Grimsby of the 180
fishermen who currently crew
the six freezers. The Grimsby
men are known not to be too
happy over working from
Hull and the general consensus
was that it would not be
too long before the six
trawlers were crewed mostly

from 'Yorkies.'

In Grimsby fishing circle
the move came as no great
surprise. For months such
drastic measures have been
forecast and a leading fishing
vessel owner commenting on

the announcement said:

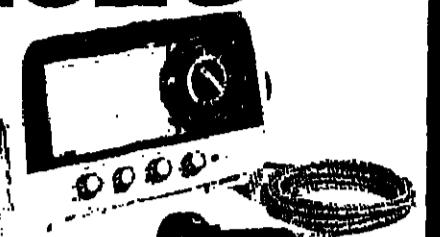
"BUT's trouble was that it
became too large. It has out-
grown its assets which nobody
else now wants at Hull and
in the long run everything has
to be paid for by what comes out of the
end."

"Trawlers don't catch fish
tied up to bollards."

It is also widely known there
is plenty of foreign caught
frozen fish available and on
the very day of the BUT an-
nouncement three Norwegian
freezer trawlers were dis-
charging almost 1,000 tonnes
of frozen fish in a commercial
dock.

The most serious effect
that the transfer will have is

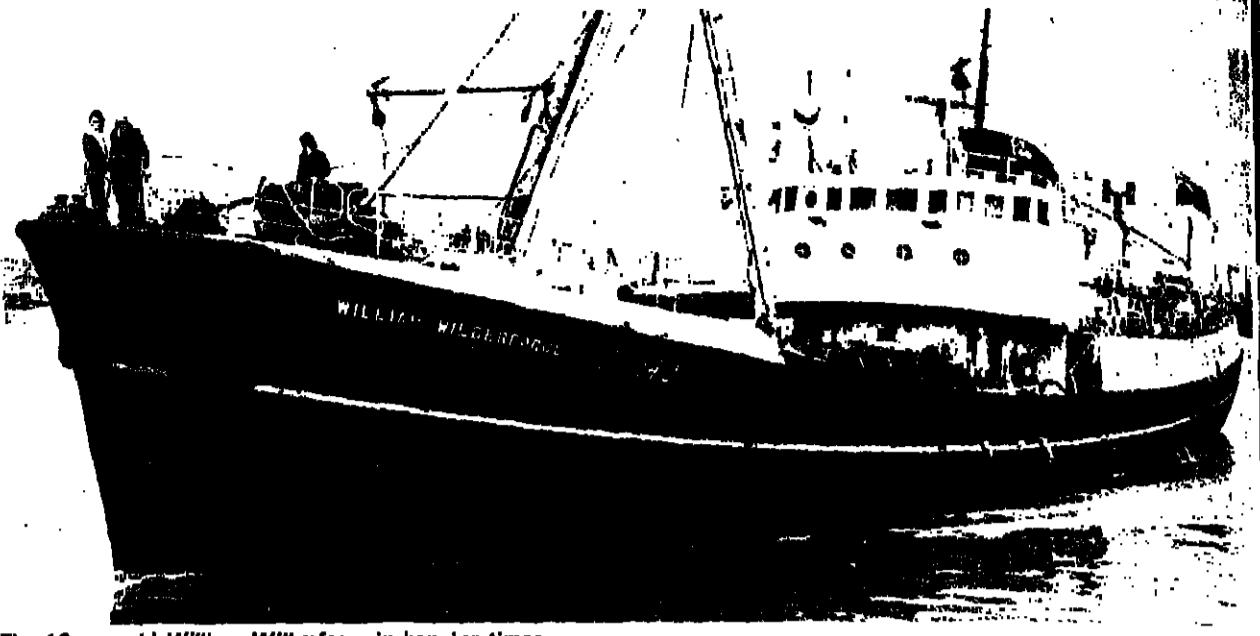
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Enefco House, The Quay, Poole,
Dorset, BH15 1HU
Telephone: Poole 79894 Telex: 417295



The 19-year-old William Wilberforce in happier times.

Top trawler bites the dust

THE GRIMSBY distant water trawler *William Wilberforce* has been sold for scrap.

The 19-year-old vessel, built at Beverley by Cook, Walton & Gammell for the Boston Group subsidiary, the St. Andrews Steam Fishing Co. was for the first few years of her career based at Hull as *H 200*.

In 1967 the motor trawler was transferred to Grimsby and registered GY 140, together with the Fleetwood trawlers *Princess Elizabeth* and *Prince Philip*, in a move to strengthen Boston's deep water fleet at Grimsby.

The 180-footer was a big success and clocked-up several records in a long and distinguished career at Grimsby which ended last year after completing just ten trips. The vessel has since been laid-up with nowhere to fish.

Stripped

William Wilberforce has been bought by Drapers, the North Humberside ship-breakers, which in March also took delivery of *Prince Charles*.

There was better news, however, of *Volesus* the vessel withdrawn and stripped and

which looked virtually certain to be heading for a breaker's yard as well in April.

Boston has now sold *Volesus* to C. K. Self (Gibraltar) Ltd., a salvage concern from Lincoln which plans to work her on wreck

RUSH FOR DISTANT WATER FISH

FLEETWOOD had its first distant-water landing for some time last week when the J. Marr stern trawler *Gavina* returned to port from the White Sea grounds.

The vessel's catch of 1,289 kits, including 900 of cod and 200 of haddock was snapped up eagerly and sold for a total of £37,021.

On the same day the French stern trawler *Saint Brie* landed the week's biggest catch. She had 1,410 kits, including 30 of hake, 100 of cod, 150 of mackerel, 100 of haddock, 80 of whiting.

There were landings by three other French trawlers during the week. *De Chatte* landed 924 kits, including 35 of hake, 65 of cod, 140 of

420 of coley, and 385 of bl

ling selling for £22,176.

Completing the French line-up was *Korin* which making her second landing in the port, she landed 947 kits including 65 of cod, 310 of mackerel, 100 of haddock, 100 of whiting and 160 of dog, for a grossing of £14,16.

Top local middle-water trawlers were the pair *Idena* and *Norina*. *Norina* (Sk. Bill Reader) landed 62 kits, including 360 of cod, 160 of coley, which sold for £23,778, while *Idena* (Sk. Victor Dingie) made 180 kits from 544 kits — 360 of cod and 136 of coley.

By far the outstanding nearwater trawler was *M. Oldman* which made 26,624 from 187 kits.

There were only three other landings — and these all nearwater ones — which made the French additions, the total catch, although welcome, especially to merchants dealing in mixed varieties.

It was again a week of good demand with good price being paid for almost all varieties.

mackerel, 125 of haddock,

36 of whiting, 375 of coley

and 80 of ling worth £22,807.

Next in line was *Le Verrier* with 1,030 kits — 15 of hake, 50 of cod, 40 of

mackerel, 30 of haddock,

developed a bout, stomach pains and a high temperature.

Skippers *Brettell* and *Forester* days at Hamerfest in Norway underlined the need for a break before being flown home.

C. S. Forester who had been back to Hull and had been called *Sunday* by his skipper, *Dick Taylor*,

Dock's big loss

FLEETWOOD docks made a deficit of £39,948 last year, according to the annual report of the British Transport Docks Board.

This followed 1976 when the port made its first profit in years. Part of the blame for the decline, the report says, is the decline in fish landing. These totalled 21,000 tonnes — more than 7,000 below those of the previous year.

However, there was an overall increase in the amount of tonnage handled by the port — 31,000 tonnes to take the total to 1,692,000 tonnes.

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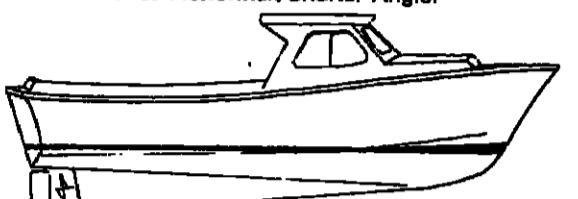
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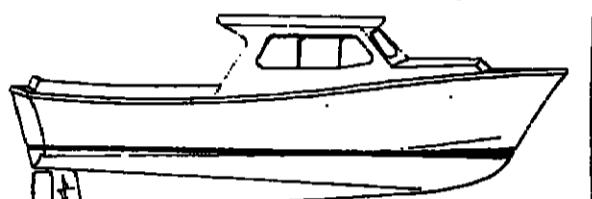
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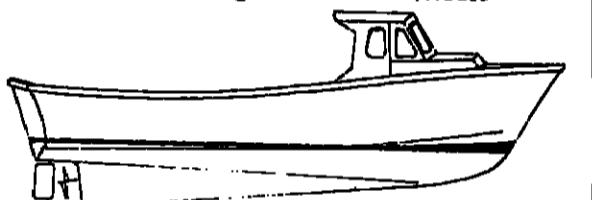
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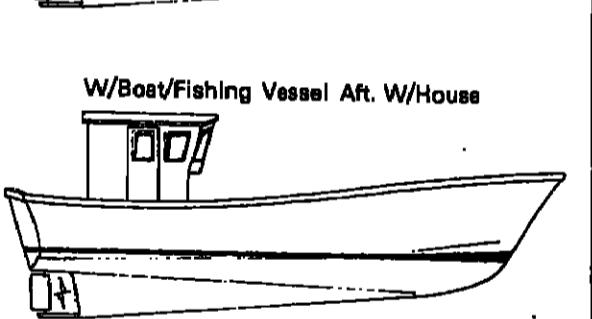
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FISHING INDUSTRY

Hattersley messed up deal with Iceland

MAIN RECOMMENDATIONS

of the Expenditure Committee which investigated the fishing industry.

- 50-mile exclusive zone
- Bilateral negotiations with Norway
- Relax ban on Icelandic landings
- Develop line fishing
- South-west harbour improvements
- Deepsea decasualisation scheme
- Training Board for fishing
- WFA and HIB should continue
- Explore South Atlantic
- Clarify fish farming laws
- Compensation for loss of fishing grounds to oil developments

BRITISH vessels could have been fishing at Iceland today if the negotiations had been handled properly.

Minister, Roy Hattersley, came in for some criticism from the Expenditure Committee because he did not take account of the poor state of Icelandic stocks.

He should have accepted a severe cut-back in the UK catch and ensured a gradual reduction in effort by British vessels.

A gradual phasing-out period would have bought the fleet time to find other stocks.

The Foreign Office was also criticised for the way it handled the whole question of fishing rights. Obsessed with maintaining the right of passage and freedom of the high seas, the FO was slow to recognise the political force of the move to 200-mile limits.

'Unwise'

The Expenditure Committee further maintained that it was "unwise" of Mr. Hattersley to retreat from demands for a 50-mile exclusive fishing zone in the EEC negotiations.

Had the Government appreciated in time the advantage of adopting a strategy of exclusive fishing zones, it might have rejected more firmly the principle of "common access" in the EEC policy.

The industry was urged by the report, to open up British ports to Icelandic vessels. Although the ban had been lifted at Hull, there was no useful purpose seen in stopping Icelandic vessels coming into Grimsby and Fleetwood.

Accepting that it would be difficult to enforce a no-discard rule, the Committee said that threat of a licence being withdrawn on a restricted fishery should prove an effective deterrent.

The committee also suggested that there might be

DUMPING DETERRENT

THROW FISH overboard and lose your licence. This is the kind of penalty the Expenditure Committee wants to see, to stop discarding of fish at sea.

Evidence had been given to the Committee showing the survival rate of any fish put back into the sea was small. This particularly applied to mackerel which was described as a "neurotic fish", going into a state of shock as soon as it was caught in a trawl or purse seine.

The committee maintained: "If a fisherman's catch is limited by quota he will clearly try to fill it with top quality fish; and if he is forbidden to discard the undersized ones, it will surely follow that he will try to avoid catching them."

The Committee accepted a Ministry view that where quotas were not in force, fishermen forced to land all the fish they catch, might be encouraged to be more casual as to where they fished and discourage them from operating in areas where there are large fish.

Accepting that it would be difficult to enforce a no-discard rule, the Committee said that threat of a licence being withdrawn on a restricted fishery should prove an effective deterrent.

The committee also suggested that there might be

STICK WITH SAME MESH

THE PRESENT 70mm net mesh used by British fishermen for *Nephrops* should be retained. Gear should be developed allowing more chance for small white fish to escape, while retaining the 70mm mesh.

This would be preferable to adopting an ICES recommendation, says the Committee, for an increase in mesh sizes which is suggested, would bring small long-term gains in catches.

With stocks of *Nephrops* now fully exploited, British fishermen were urged not to ignore the Smalls area off Milford Haven and off the Labrador Bank in the Celtic Sea - where the French were having it all to themselves.

The committee also

recommended new "queen" beds be

built mainly to return

large and powerful vessels on the Cornish

grounds.

Although hopes had been expressed by the British Fishing Federation that there could be fuller exploitation of the mackerel, the Committee urged the Government to give close attention to this but, at the same time, provide safeguards for local fishermen.

The Committee noted that any further development of the mackerel fishery will need a generous quota allocation from the EEC for UK fishermen.

Mr. R. Offord, president of

the North Shields Wholesale

Market, said:

"ICES, however, recommended TAC's of

250,000-tonnes in 1977 and 246,000-tonnes in

1978. The discrepancy is obvious and indicates a need to halve the fishing effort compared with 1975 and 1976."

Doubts were expressed about the reliability of scientific information on which to base TAC's and other conservation measures on mackerel.

While new scientific surveys were now being made to check on the size of the southwest stocks, the present one million tonnes estimate was regarded by the committee as a "suspiciously round figure".

Evidence had been given to the Committee showing that the local handling fishery had virtually been wiped out by the influx of

fishermen themselves, who

were "out with the tide", says the report.

Salmon-taking the safe course

SIR: Recent correspondence on illegal salmon fishing off Scotland has obscured the real issue at stake. It is not a question of who should catch salmon, but how they should be caught.

The controversy of drift-nets versus established Scottish methods was studied carefully by the Hunter Committee many years ago, and they were emphatic that established methods of fishing were preferable in the interests of efficient management of salmon stocks. Their views are endorsed by the scientists now responsible for the research on which salmon legislation is based.

The resulting ban on drift-nets did not only affect herring and white fish boats which had taken to salmon fishing: established salmon netmen who had gone over to drift and hang-netting had to scrap their new gear and revert to their former methods.

Scottish salmon stocks are generally acknowledged to be the best managed in the world. Besides supporting about 1,500 established netmen whole and part-time, without any subsidy, they provide a valuable tourist attraction through the up-river rod fishery.

In countries where drift-

problems already on its hands, it is not surprising that it accepts the advice of its scientific advisers, and adopts the safer courses.

W. A. KING-WEBSTER, Innerwick, Garlieston, Scotland.

fishery in Scotland is not an exclusive preserve. The Crown and other Government bodies are still by far the largest owners of salmon netting rights, and these are normally let on ten-year leases with no security of tenure. Anyone is free to tender for them on the expiry of a lease, and the highest tender is normally accepted.

Those fisheries which have passed into private hands may be sold or let at the discretion of the owner, in much the same way as are farms.

This follows a visit by representatives of the Scottish Department of Agriculture and Fisheries to Shetland, last week.

At a public meeting after their tour of the sites, officials said the Department would consider the proposals carefully.

LETTERS

netting is allowed, management of the salmon stock is much less effective. The English, the Irish and the Norwegians all have ostensibly legal drift-net fisheries which have got out of hand, with the result that no one knows how stocks are faring, although rod fisheries report falling catches.

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W. A. KING-WEBSTER, Innerwick, Garlieston, Scotland.

SWIM FOR YOUR JOB

SWIMMING

lessons

could

become

compulsory

for all

fishermen

if they want to

keep

their

jobs.

The

Expenditure

Committee

says that in

the

course

of its

investigations

it was

concerned

to

learn

that many

fishermen

cannot

swim.

While

recognising that this

situation

cannot

be

changed

quickly

the

report

recommends

that

all

fishermen

be

obliged

to

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a

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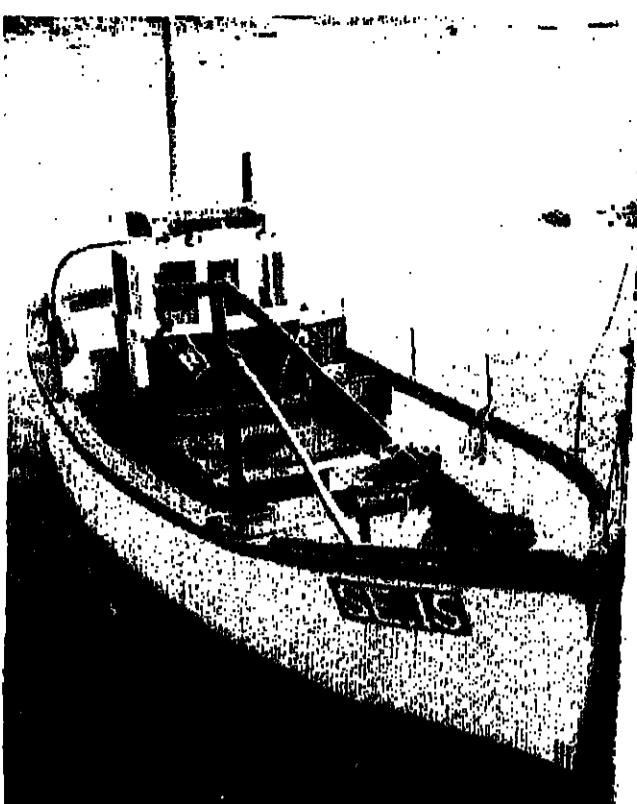
lifeline

certificates

by January

1979.

The



The 32 ft. Hinks-built crabber, Westward Girl, with the AIFO/Fiat marine diesel engine. She is the first commercial fishing vessel to be fitted with this engine.

Crabber refitted with Fiat power

WESTWARD GIRL has become one of the first commercial fishing vessels in the UK to be fitted with an AIFO/Fiat marine diesel engine after a refit by Winters Boatyard of Salcombe.

The vessel, a 32ft. Hinks-built crabber launched in 1967, is co-owned by R. Baylay and F. Inch of Salcombe. She was originally fitted with a 43 hp Lister engine and had a shaft-driven capstan head mounted on a raised foredeck. This equipment, as well as

the foredeck, was removed and replaced by an AIFO/Fiat 808AM six-cylinder marine diesel engine rated at 135 bhp at 3,200 rpm. As there are heavy demands on the gearboxes of crabbers, a 73C Borg Warner 2:1 reduction unit was fitted, driving a Bruntons 28 in. three-bladed propeller.

A PTO stub shaft, bolted to the front end of the crankshaft, provides the 30 to 40 hp required to drive the pump for a Celtic Slave 1,500 kg. hauler which is pedestal-mounted on the new flush deck.

The vessel was re-equipped with Wills Ridley hydraulic steering and davit arm and the owners are receiving engine and improvement grants from the White Fish Authority.

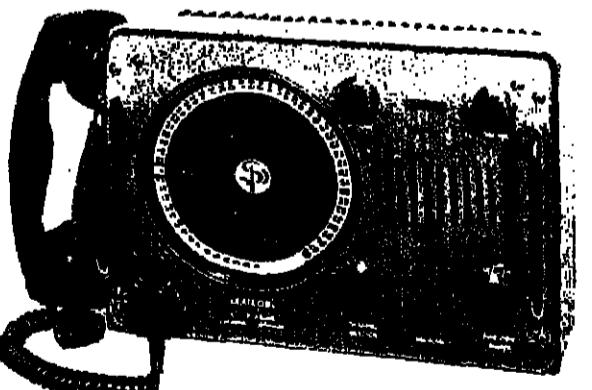
As this is the first AIFO/Fiat 808AM engine to be fitted under a WFA re-engining grant, the unit must give one year's satisfactory service to earn subsequent types WFA approval.

In the meantime, similar engine models installed under WFA grant schemes within the one-year period will have to satisfy the same conditions up until the first engine has completed its trial term.

Initial trials have now been completed to WFA satisfaction and Westward Girl has returned to crabbing. The owners say that the engine is capable of coping with work loads and, in performance, has exceeded all their expectations.

They can now reach the grounds significantly faster — cruising at 8 knots at 2,200 rpm.

SAILOR
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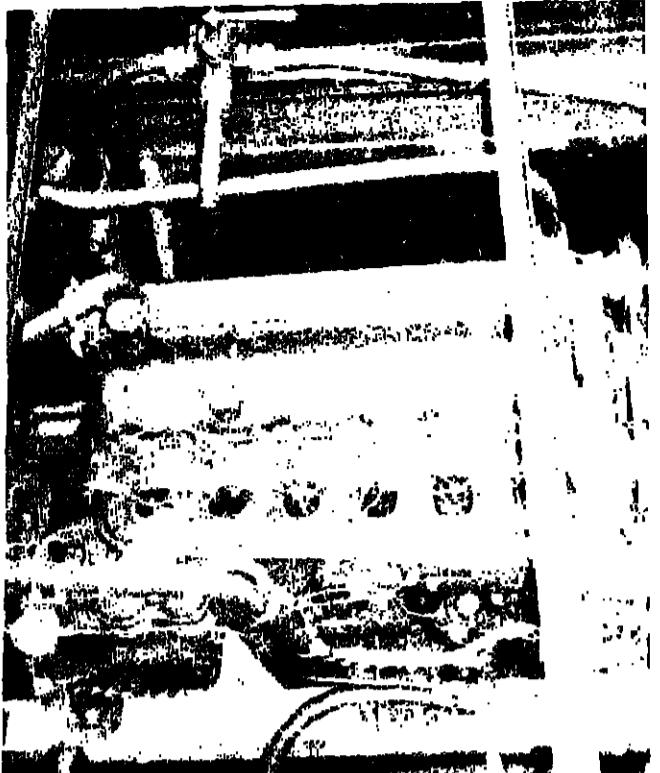
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ANY DECCA DEPOT



Johamlin - 1st of two 80ft 'sisters'

THE Baltimore boatyard in south-west Ireland run by the Irish Sea Fisheries Board has completed a 80-footer for a Howth owner.

This vessel, named Johamlin, is a typical modern Irish trawler and it is not surprising to find a marked similarity between her and modern Scottish trawlers.

She was designed by the Napier Co. of Arbroath and one of the main differences is the absence of a gutting shelter amidships.

The BIM yard starts building right from the tree trunks. These large baulks of Irish oak are cut to make the frames and timbers. Planking and decks are of iroko and a surprising amount of steel is included in the vessel.

This probably reflects the naval architect's involvement with the British fishing boat safety rules where steel is required for bulkheads and some areas of deck.

On Johamlin steel is used for the engine compartment bulkheads and deckhead and there is an extensive sub-frame which forms the enginedeck. The deckhouse and the forward whaleback are also constructed in steel.

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frame which forms the enginedeck. The deckhouse and the forward whaleback are also constructed in steel.

The messroom and galley are placed at main deck level with a small hull of 11 tons, and a Calor gas stove and a two-burner block and crane on the starboard side, and a sink with a gas water heater.

Access to the engine compartment and accommodation is from inside the deckhouse, but there is a separate engine compartment access from the deck.

Viability

The main engine is a Green model 652AT 4-cylinder diesel producing 180 bhp at 500 rpm. The C-Platt is connected to an

revving engine and very good wear characteristics and the frames and decks are of iroko and a surprising amount of steel is included in the vessel.

This probably reflects the naval architect's involvement with the British fishing boat safety rules where steel is required for bulkheads and some areas of deck.

Originally a propeller nozzle was fitted, but this has been removed because the vessel was experiencing vibration. She is expected to be steaming long distances to the ground. The owner was in no doubt about the viability of the nozzle and the vibration problem made up his mind.

A Norgear gearbox is mounted at the front of the engine to transmit the drive to the auxiliary machinery.

Johamlin is 80 ft. long overall, with a beam of 21 ft. 8 in. Draft is 11 ft. 6 in. and the displacement is about 140 tons. She is of round bilge hull form with a cruiser stern.

The hull is laid out with a store forward to house the auxiliary diesel and its associated machinery. Aft of

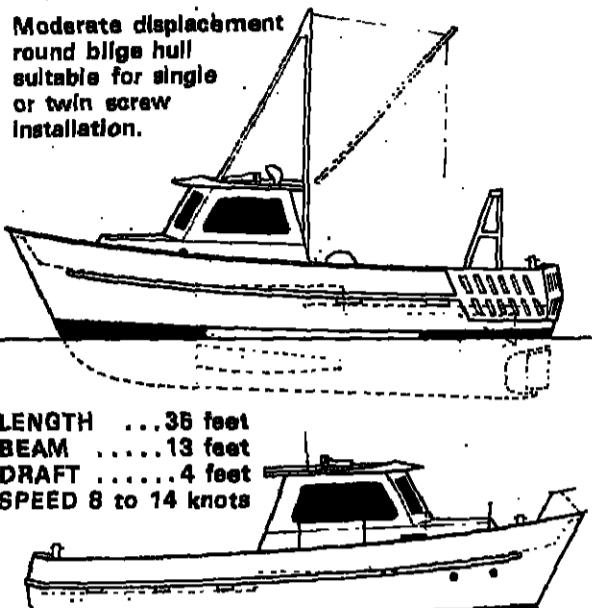
the hull has a capacity of 10 tons of herring packed in steel drums and wooden planking.

Access is by a large hatch and there are ice

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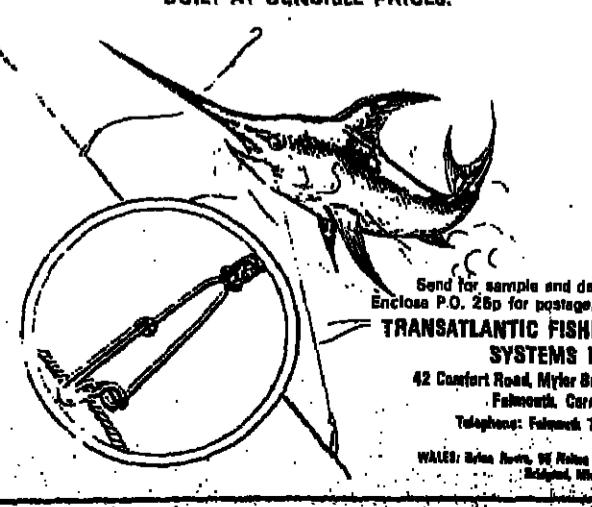
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Longer lasting warps

THE OWNER-skippers of a trawler recently asked me whether I knew anything about Yellow Pennant trawl

warp.

He said that he had heard that they were exceptionally durable and he wanted to find out more about them.

I told him that Yellow Pennant wire ropes were developed to excel in conditions in which wire ropes

tend to fail due to corrosion before fatigue; that a special high quality steel is used and their resistance to corrosion is not affected by abrasion when towed along the seabed.

They are constructed in two ways: 6 x 7 (6/1) and 6 x 19 (12/6/1) in 12 different sizes from 8 mm diameter (one inch circ.) to 22 mm (24 in. circ.). The ropes have a polypropylene (PP) core which will not rot and yet will support the wire strands throughout the life of the rope.

At the time I was unable to tell him how they are protected against corrosive influences; only that I assumed there was something original in the process because they had been patented in the USA, Canada and the UK.

I was unable to tell him then. But now I can.

Instead of protecting Yellow Pennant wire ropes in the traditional way — by heavily galvanising the drawn steel wires — the manufacturers use a similar method to that in which a steel hull is protected by means of sacrificial anodes. They use ungalvanised wire and give it cathodic protection by running an anodic wire down the centre of each strand.

When a conventionally protected (galvanised) warp is used for trawling, abrasion soon removes some of the zinc coating applied during the galvanising process. As a result, when the warp is stowed on the winch drums, it starts to rust and continues to do so both in and out of the water until it is so corroded it has to be discarded.

When a Yellow Pennant warp is used, it will rust externally when stowed on the winch, but, whatever rust is, it is removed by abrasion when fishing is arrested in its corrosive action as soon as the anodic and ungalvanised wires form a cell in the water. As long as the warp is in the water, no further corrosive action takes place.

According to the manufacturers, Scottish trawlers using the warp find they last two years or more, instead of about 12 months as with conventionally galvanised ones.

In Swedish vessels they also last about twice as long as warps formerly used.

From Boston, USA, the skipper of a 78 ft. dragger recently wrote an enthusiastic letter to the manufacturers

about the durability of the 16 mm x 7 wire he is using and concluded: "I cannot get over the almost total absence of rust."

Full details are available from: Dawson and Usher Ltd., a member of the Hawkins and Tipton Group, which has been making ropes for marine use at the Hendon Ropeworks, Sunderland, since 1820.

If you want quotations without delay, make your inquiry specific.

State the purpose for which you want the rope; size, construction, tensile strength you want; whether right or left hand rope is preferred; whether it should be supplied in a coil or on a reel; and whether you want it marked or supplied with any fittings.

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After that time the flesh is likely to be soft enough to be pushed off the bone.

If you were processing silver eels, you would probably have to cook the pieces for a little longer, as the skin on them will be tougher and it has to be made soft enough to eat.

When they consider both flesh and skin soft enough, users of the first process add cold water to the cooking pot to bring fat to the surface and then they skim it off.

After that they pour the remaining water, with the pieces of skin in it, into bowls containing gelatine dissolved in hot water and sometimes add a little vinegar.

The amount of gelatine solution required depends on

They write, in an introductory note to their catalogues, that policy is to supply up to a standard not down to a price. The principles were adopted as professional fishermen from West Bay and Bridport before they founded the company.

The catalogue is useful for it lists all sorts of young nets and traps which can be supplied and traps as well.

Among the former are net traps for catching herring and mackerel; among the latter are traps for catching grey squirrels, rats, mink, mink, mink.

This follows progress in talk between the Dutch and Irish Governments and the Commission. But the Irish Fish Producers Organisation (IFPO) and the Irish Fish Producers Organisation (IFPO) have boycotted the

Intervention System, accuses Brian Lenihan, Irish Fisheries Minister, of deluding Irish fishermen into thinking that the EEC was prepared to accept an exclusive Irish fishing belt of 50 miles.

The drawing up of fishing plans for French vessels off Ireland is proving more difficult. This is due partly to the much larger quantity of fish involved — about 150,000 tons in 1978 according to the Commission's proposals, but also the variety of white fish involved.

The Dutch are due to start fishing for herring in Irish waters in June. Under the Commission's quota

proposals they would be entitled to catch 35,000 tons of mackerel and herring off Ireland this year.

The drawing up of fishing

plans for French vessels off Ireland is still not settled. As talks continue, the French fishing fleet is reported to have already started operating in Irish waters.

The fishing plans will lay down the number of boats, fishing days, zones, amounts and types of species, gear to be used by EEC fishermen in Irish waters. However, observers in Brussels fear that the successful implementation of these plans could be threatened by the Irish fishermen's policy of non-cooperation.



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4,000-hook system

WFA TRIES OUT SKIPPER'S IDEA

Questions on 'eaten evidence'

TRIALS are now being carried out from Falmouth with a 4,000-hook longlining system.

The idea for the system

came from Skipper Brian Magee who had been working with longline clips supplied by Transatlantic Fishing Systems of Penryn, Cornwall.

He thought up an idea to hold 1,000 hooks on rotating rocks and approached the White Fish Authority for assistance. The WFA has now made up the prototype named the Carousel.

The unit was fitted to the

St. Joseph

Falmouth boat

which was fitted with a 4,000-hook longlining system.

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The idea for the system

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